

**FFID:** CA917002278400  
**Size:** 934 acres  
**Mission:** Repaired and maintained ships  
**HRS Score:** 48.77; placed on NPL in November 1989  
**IAG Status:** Federal facility agreement signed in September 1990 and revised in January 1992  
**Contaminants:** Heavy metals, PCBs, petroleum hydrocarbons, VOCs, and SVOCs  
**Media Affected:** Groundwater, surface water, sediment, and soil  
**Funding to Date:** \$154.3 million  
**Estimated Cost to Completion (Completion Year):** \$116.3 million (FY2011)  
**Final Remedy in Place or Response Complete Date for BRAC Sites:** FY2011  
**Five-Year Review Status:** NA



San Francisco, California

## Plan of Action

- Finalize and obtain signatures on NEPA/CEQA documents in FY01
- Transfer Parcels A and B and execute LIFOC per signed a Navy–City of San Francisco memorandum of agreement for property conveyance in FY01
- Complete SVE and chemical oxidation TSs and the removal actions or RAs for Parcels C, D, and E in FY01
- Award a fixed-price contract for final remediation of Parcels C and D in FY01
- Complete the feasibility study, proposed plan, and draft ROD for sediment (Parcel F) in FY01 and FY02

## Restoration Background

In July 1991, the BRAC Commission recommended closure of this installation. The station ceased operations on April 1, 1994. It is now in caretaker status and is the responsibility of the Naval Facilities Engineering Command's Engineering Field Activity West. Parts of the installation have been leased to private parties.

The installation divided the property into six geographic areas, Parcels A through F, to facilitate studies, cleanup, and the transfer of the property. Environmental studies identified 78 CERCLA sites. Site types include landfills and land disposal areas, containing primarily heavy metals and volatile organic compounds (VOCs).

In FY91 and FY93, 36 underground storage tanks were removed, and 10 were closed in place. The installation demonstrated an innovative technology for recycling sand-blasting grit generated by ship-cleaning operations, which contains low levels of copper and lead. A full-scale demonstration was completed in FY93, allowing the Navy to use the technology at other installations.

In FY96, the installation completed a basewide environmental baseline survey. A Record of Decision (ROD) for no further action was signed for Parcel A. The installation has completed nine interim removal actions at sites throughout the shipyard.

In FY98, the installation signed a ROD, completed a remedial design, and began a remedial action (RA) for Parcel B. Interim removal actions were completed for Parcels B, C, D, and E. The installation also completed draft feasibility studies for all parcels.

In FY99, the installation began a risk management analysis at Parcels B through E. The analysis at Parcel B enabled the Navy to propose a revised technical approach that would expedite completion of the RA. Parcel F was investigated under a regional

approach covering offshore sediment at multiple naval facilities on San Francisco Bay.

A BRAC Cleanup Team (BCT) was formed in FY94, and the installation's technical review committee was converted to a Restoration Advisory Board. The installation prepared its BRAC cleanup plan in FY94 and updates it regularly. The installation's community relations plan was prepared in FY89 and revised in FY97.

## FY00 Restoration Progress

The installation completed NEPA/California Environmental Quality Act (CEQA) documents, which are awaiting final signature. The installation also submitted the Parcel B draft final land use control implementation plan for BCT and public review. An action memorandum to remove steam lines, fuel lines, and contaminated soil from Parcels C and D was developed. An action memorandum was developed for the remediation of low-level radioactive contamination at four buildings in Parcels D and E. A work plan was developed to conduct soil vapor extraction (SVE) and groundwater chemical oxidation treatability studies (TSs) at Parcels B, C, and E.

The transfer of Parcel A and part of Parcel B and the execution of a lease in furtherance of conveyance (LIFOC) were delayed due to negotiations between the Navy and the City of San Francisco concerning agreement on property conveyance terms. The signing of the RODs for Parcels C, D, and E was delayed to allow the Navy–regulatory agency team to check for potential data gaps. The draft ROD for Parcel F was also delayed due to Navy–regulatory agency negotiations. The estimated cost of completing environmental restoration at this installation has changed significantly because of technical issues.

## BRAC SITES ACHIEVING RIP OR RC PER FISCAL YEAR

